

November 2, 2005
MCA-MDT Technical Committee Meeting

Bob Warren opened the meeting with introductions.

NEW BUSINESS FROM MDT

1. **New Highway Sign.** MDT will be requiring a new informational sign on projects. It will list the tax dollars spent on the project (Federal, State, etc.). This will be paid as a single use sign and details will be in the contract (location, size & format, etc.)

AGENDA ITEMS

1. **Sulfate Soundness.** Additional changes will be made to the sulfate soundness specification. Pit acceptance will be mandatory. Research is ongoing for new test methods (faster and cheaper) and the Micro-Deval test looks very promising.
2. **Flashing Flagger Signs 715.05.** Working with the Traffic Control Committee to develop an end result specification. A draft special provision will be out for comment soon.
3. **Noxious Weeds.** MDT anticipates several refinements to this specification as we get experience with it. Look for minor changes on the Q&A site.
4. **Pulverization.** MCA would like to have the ability to use pulverized or crushed existing plant mix for traffic gravel. MCA presented a proposal for a specification allowing rotomilled material from the PTW to be used with the EPM's approval. This is currently being done on some projects. MDT agrees there are some benefits such as less dust, recycling of existing material etc. but the use needs to be looked at and may not be automatic in every case. A permeability study is being conducted at MSU and so far this does not seem to be an issue.
5. **QPL.** The QPL has received very few inquiries. There is fear among the suppliers that they may have liability if their product fails. This will be looked at over the winter.
6. **Bid Express.** Discussion was held on using alternate meeting methods (polycom etc.) if meeting attendance falls off. Polycom has it's own problems and is not as effective as face-to-face meetings. Paper bids still have priority over electronic if both are submitted, but MDT still plans to go to electronic priority as the Contractors gain experience and trust.
7. **Letting Schedule.** The Highway Commission approved the lettings on November 1st and the program looks very healthy through March.
8. **Traffic Control.** With the recent fatality accidents in the Bozeman area, work zone safety has become an issue in the news media. Both accidents were primarily driver error. Cost versus Safety will continue to be an issue. Work zone awareness week is in April. FHWA addressed the use of lump sum bidding that was raised as a result of SAFETEA-LU and stated lump sum is still allowed under the present rules. The rulemaking process with the new bill can take from several months to a year or more. The next Traffic Control meeting is February 9, 2006 and will be hosted by MCA. Time and location has not been determined yet.
9. **Erosion Control.** Erosion Control removal was discussed and MCA requested a bid item for removal. With the new final acceptance process there should be a better transition from

Contractor to MDT for erosion control. The use of biodegradable material is encouraged. MDT agreed that Contractors should not be called back to a project after the final inspection and completion of the punch list. Language was added to the specification to clarify payment for repairs after major rain events. Submit proposals to the Erosion Control Committee.

10. Utility Task Force. This continues to be a very difficult issue. The utility committee will meet (without utility companies) this winter to develop proposals to bring to the utility companies. Legislation may also be necessary to solve these problems. MDT will be looking at incentives for utility companies to complete the moves in a timely manner.

11. Dates for Chip Seal. The chip seal date was moved from May 1 to the first working day after July 4th. This will help to alleviate time being assessed in May and June if the weather is not conducive to seal coat work. Chipping may be allowed prior to that date by Change Order, at Contractor request if the weather allows. MDT loosened the gradation on the No. 4 for Grade 2A and 4A cover material. MCA was reminded that Consultants providing mix designs must use the applicable specification (old specs have been used in the past).

12. Fuel Adjustment. MCA stated it was difficult to come up with a proposed revision, but will continue to work on a proposal. They are looking at the Wyoming specification. MDT will consider any proposal that is submitted.

13. Subcontractor definition. This is an FHWA 1273 issue and FHWA stated they rely on the state DOT to make these decisions. MDT will provide guidance in the near future.

14. Mag Chloride – Prime. It appears that there are numerous issues involved with the problems seen on a couple of projects (temperature, grade of oil, mag holding water, etc.). MDT will continue to look at all aspects and may consider this for an official research project.

NEW BUSINESS FROM MCA

1. Tack-Welding Friction Collars on Pipe Piles. MCA asked why tack-welding friction collars was recently not allowed when it was okay in the past. MDT advised it was never to be allowed as stated in 556.03.12 and if used in the past it should not have been. MDT will research the reasons and advise if there will be any change.

The next meeting will be **November 30, 2005**, beginning at 8:00 a.m. at the **MCA Office**.

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